

To-day's
Advertisements.

ST. ANDREW'S HALL.

TO-MORROW,
(FRIDAY), 13th May, 1898,
AT
5.30 P.M.VOCAL RECITAL.
FIRST AND ONLY APPEARANCE

OF

Mr. SYDNEY H. MORSE.

Whose beautiful and well-trained voice has caused quite a furore wherever he has appeared. Mr. Morse will sing the following selections:—
"The Beggar Maid".....Bells.
"Come into the Garden Maud".....Bells.
"Waiting".....Lord H. Somerset.
"Echo".....Lord H. Somerset.
"A Vision".....Lord H. Somerset.
"Flora MacDonald's Lament".....L.S.D.

ADMISSION.....1/-

Tickets at Robinson's Music Store.
Hongkong, 12th May 1898 [621]

WANTED.

FOR Shanghai, a qualified BOOKKEEPER having practical knowledge of ENGLISH ACCOUNTS.
Apply to
"E.S."
c/o Office of this Paper.
Hongkong, 12th May, 1898. [622]

LOST.

A BULL TERRIER DOG—White with Black spot on neck—answers to the name of "SPORT."
Anyone bringing the same to the Undersigned will be suitably rewarded.
C. P. CHATER.
Hongkong, 12th May, 1898. [619]

THE LANCASTER SHIPOWNERS CO., LIMITED.
NOTICE.

FROM MIDDLESBOROUGH, ANTWERP AND SINGAPORE.
THE Steamship

"EGEOMONT CASTLE,"
being expected to arrive from the above Ports on or about the 16th inst., consignees of Cargo are kindly requested to communicate with the Undersigned as to the taking delivery of their Goods. The steamer being under general average an average bond has to be signed previous to delivery of any Cargo.
HARLING, BUSCHMANN & MINZELL, Agents.
Hongkong, 12th May, 1898. [618]

NAVIGAZIONE GENERALE ITALIANA.
(FLORIO & RUBINATO UNITED COMPANIES).

STEAM FOR
SINGAPORE, PENANG AND BOMBAY.
Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LEGHORN AND GENOA.
ALSO
VENICE AND TRIESTE, ALL MEDITERRANEAN, ADRIATIC, LEVANTINE AND SOUTH AMERICAN PORTS up to CALAO.
Taking Cargo at through rates to PERSIAN GULF AND BAGDAD.
ALSO
BARCELONA, VALENZA, ALICANTE, ALMERIA AND MALAGA.
THE Steamship

"BORMIDA,"
Captain Barabino, will be despatched as above on MONDAY, the 16th inst., at Noon.
At Bombay the Steamers are discharging in VICTORIA DOCK.
For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co., Agents.
Hongkong, 12th May, 1898. [620]

THE LANCASTER SHIPOWNERS CO., LIMITED.
FOR YOKOHAMA, KOBE AND NAGASAKI.
THE Steamship

"EGEOMONT CASTLE,"
will be despatched for the above Ports on or about the 16th inst.
For Freight, apply to
HARLING, BUSCHMANN & MINZELL, Agents.
Hongkong, 12th May, 1898. [623]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"CHINGTU,"
Captain Jance, will be despatched as above on FRIDAY, the 13th inst., at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-Class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.
A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S. S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th May, 1898. [609]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.
FROM KOBE.

THE Steamship
Having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods have been landed, and all claims must be sent in to the Undersigned before Noon on the 17th inst., or they will not be recognised.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th inst. will be subject to risk.
Bills of Lading will be countersigned by
HARLING, BUSCHMANN & MINZELL, Agents.
Hongkong, 12th May, 1898. [617]

Intimations.
DAKIN, CRICKSHANK & COMPANY,VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.
Special terms to HOTELS, CLUBS, RESTAURANTS and other Large Consumers.
My complaints should be addressed to the Manager.
Hongkong, 12th March, 1897. [30]

NOTICES TO CORRESPONDENTS.
It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.
Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.
Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.
While the columns of the Hongkong Telegraph will always be open for the free discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.
Advertisers are requested to forward all notices for insertion in this paper's latest issue on or before 3 o'clock so as not to retard the early publication of the paper.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until communicated.

THE Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application. The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1. Telegraphic address: "Telegraph," Hongkong.

TO SUBSCRIBERS.
SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

A. S. WATSON & CO., LIMITED.
ESTABLISHED A.D. 1841.

WINE & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE LISTS, with full details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and curants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brandy in the market. THE SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 25 December, 1897. [7]

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 12, 1898.

TELEGRAMS.

REUTER'S MESSAGES.

THE SPANISH-AMERICAN WAR.
AMERICAN TROOPS FOR MANILA.
LONDON, May 10th.
A force of 5,000 men is assembling at San Francisco, and will embark for Manila.

VOTE OF THANKS TO COMMODORE DEWEY.
Congress has passed a vote of thanks to Commodore Dewey.

MINOR NAVAL ACTION OFF CUBA.
The United States torpedo vessel Winslow fought a brilliant engagement, of minor importance, off Cardenas, tackling three Spanish gunboats and disabling one, herself escaping unscathed.
[The Winslow does not appear in the 1897 "Brasserie"]

RIOTING IN SPAIN.
Serious rioting has occurred in many parts of Spain.

THE SIERRA LEONE TROUBLE.
Mr. Chamberlain stated in the House of Commons that the reports of the riots at Sierra Leone were greatly exaggerated and that it was not intended to despatch European troops.

DEARNESS OF FOOD IN FRANCE.
CORN DUTIES SUSPENDED.
PARIS, May 4th.
The duty on wheat has been abolished until the 1st of July on account of the sudden increase in the price of food stuffs which threatens to cause trouble throughout the country.

LOCAL AND GENERAL.
P.C. McDONALD, who has been in hospital with plague has been discharged and is now having a spell off duty to regain his strength.

INSPECTOR DUNCAN had some more possessions of unjust weights at the Police Court to-day and fines of from \$10 to \$25 were inflicted.

LAST evening P.C. McHardy, 50, was suddenly taken ill at the Central Station and was sent to the Government Civil Hospital. He is reported to be suffering from fever.

THE City of Peking, bought by the American Government to transport troops to Manila, arrived at San Francisco on the 9th inst. with mails from Hongkong of April 9th.

FOR neglecting to report a case of plague at West Point a woman was to-day fined \$10. A man, for similar neglect at No. 13 Kennedy Street, was also fined a like amount.

THE funeral of the murdered man, Mr. F. X. de Jesus took place at Happy Valley last evening and was very largely attended by the Portuguese members of the community. The coffin was borne in a glass-paneled hearse and many handsome floral wreaths and crosses were presented at the grave by friends and relatives.

On the application of Mr. J. J. Francis, Q.C., the sentence of fourteen days' hard labour imposed on a Chinese resident of Gough Street for insolence to Capt. May was reduced to a fine of \$5. The man simply apologized and said he had no intention of insulting the officer.

DURING the past few months some 700 brass bullets, used in filtration work, have been missed from the Taihook Sugar Refinery. At 4 a.m. to-day a crotle was caught on the works by a watchman with eight of the bullets secured on his person. He was handed over to P.C. Patterson and to-day was sentenced to six weeks in Gaol.

SOME artillerymen from Lyceum Fort got on a spree yesterday and entered a Chinese shop. One of them asked to be shown a watch chain and forthwith put it in his pocket. The police were informed and the culprit, Bombardier Weal, was arrested. He was given a good character by one of his officers and as it was his first offence he was fined \$15.

THE capture of the Walsing lottery firm by Chief Detective Inspector Hanson and other officers was a smart piece of work and they are to be complimented thereon. The culprits seem to have been doing business on a large scale and as they had abundant means their arrest was a matter that, to be effect, required no little skill and tact. As reported last evening, Capt. Hastings gave them the full penalty.

MESSRS. John D. Humphreys & Son, general managers of Oliver's Freehold Mines, Limited, inform us that they have received a telegram from Mr. Hart Buck, who is down at the mines to the effect that a crushing of 675 tons of stone from Kureka has realized 6 cents, to the ton, and that a competent and reliable expert is now engaged in making an exhaustive examination and report on both the Oliver and Balmoral Companies' properties.

FOR the benefit of the Sanitary Board, we quote the following from the Fall Mail.—The Spectator may be right in its surmise that Bombay would submit to such orders as would be considered despotic in the West—the burning of suspected quarters, for example—if only they could feel secure against the invasion of the home. We confess, however, to a strong suspicion that the influence of the educated Brahmins and of the native press has rendered devices that would have been taken as a matter of course if perpetrated by the Moguls, out of the question in the India of the close of the nineteenth century. The chief line of policy should be, in fact, to force medical overhauling to a little prominence as possible and to look rather to subsequent prevention in the permanent improvement of the city.

LOVES of vocal music are promised a rare treat at St. Andrew's Hall to-morrow at 5.30 p.m. when Mr. Sydney H. Morse will make his first and only appearance in Hongkong. Mr. Morse has captivated many large audiences in different parts of the world and his programme for the social, which appears in our advertising columns, contains some very popular and high class numbers.

We have received the 1897-8 report of the China Association, a book of over 200 double-columned pages, which is carefully compiled, neatly arranged and well printed. The report gives a concise and interesting account of the extensive work done by this useful Association, among the recorded work being the strenuous efforts of the Association to have the C. D. O. enforced here, in view of the deplorable condition of the garrison.

At the Supreme Court to-day before the Chief Justice Mr. J. J. Francis, Q.C., made application for leave to appeal against the decision of the learned judge, sitting in Court of Summary Jurisdiction in the case *Manna Singh v. Yeung Kau*. The plaintiff claimed from defendant \$500 as principal and interest due on a promissory note dated January 29th, 1897, given by defendant to Yeung Su and endorsed by plaintiff. Counsel said that at the trial the defence was raised that defendant was an infant and could not give a promissory note, but the Court decided otherwise and gave a verdict for plaintiff. Leave to appeal was granted and the matter is to be heard at 10.30 a.m. on Monday next.

THE use of a dredger for four or five days alongside the Bowring landing stage is a matter of urgent necessity. This is the place where the European victims of the plague are landed and by some unhappy chance it is always low tide when the coffin is brought to the pier. The launches used are all of very light draught and the dredger could not make it possible for them to come alongside at the lowest of tides.

A recent funeral from Kowloon had to go to an adjoining private wharf and the mourners had to climb up a narrow stage used by coolies. It was with difficulty the coffin was brought ashore and the sad proceedings were delayed very considerably. Surely this is a matter that the authorities could very well give attention to seeing that the present state of affairs, besides being creditably greatly enhances the trouble of those already in dire distress.

THE recent death of Colonel Danvers Henry Osborn recalls the stirring adventure of which he was the hero during the Sepoy revolt, 47 years ago. He was among those officers and ladies who waited at Delhi for the relief which was expected from Meerut. Tired with waiting, the officers assisted the ladies to escape and then essayed to follow them. Colonel Osborn was wounded in the thigh, but he bound up his wound and tried to keep up with the fugitives, who had succeeded in reaching the Meerut road. Here, however, he became exhausted, and his fellow-officers left him in a ravine, promising to send help to him. Unfortunately these officers were murdered, and Osborn, stripped of all his clothing, excited the pity of a native woman, who fed him for three days. He was ultimately carried into Meerut more dead than alive, but, notwithstanding his injuries, he subsequently did good work on the field.

A NEEDED REFORM.
BRITISH OFFICERS FOR BRITISH SHIPS.

The Bill which has been introduced into the House of Commons by Sir John Willes to amend the Merchant Shipping Act, 1894, will have the sympathy of every one who is interested in the welfare of the British sailor and pilot.

If the Bill should receive the Royal assent, and come into operation on January 1st next, it will be impossible on and after that date for any person other than a British subject to obtain from the authorities of this country a certificate of competency of service as master, mate, or engineer, or to secure a pilot's license or a pilotage certificate.

It is felt by Sir John Willes, Sir Charles Dilke, and Lord Charles Bessborough, who are according their warm support to the Bill, that the time has arrived when a serious effort must be made to check the rapid increase of foreign officers and pilots in our merchant service, and to give the Britisher an equal chance with the sailors and pilots of other countries. To the public, which may not be aware of the precise nature of the disadvantages to which the home-bred sailor and pilot are subject, it may be explained that as the Merchant Shipping Act stands at present the foreigner is entitled to obtain a master's or mate's certificate from the Board of Trade of this country, while the British applicant, who makes a declaration of ownership in a British Custom-house in respect of even the smallest craft, must swear that he has never taken the oath of allegiance to any foreign State.

The inequality of the conditions as applied to masters' and mates' certificates is not, however, so glaring as that which characterizes the operation of the pilotage laws as between this and other countries. As an instance, it may be stated that the master of a foreign vessel may bring her through British waters, and fly his pilot colors, right under the eyes of men who have passed the Trinity House examination, and who pay their three guineas annually for license and poundage. Even the masters of the Netherlands mail steamers are their own pilots, and may bring their vessels in and out of British ports with the full exemption. On the other hand, if a British vessel goes to Holland, Belgium, Norway, &c., the master is compelled to employ the pilots of the respective Governments, and in addition to that he is not allowed to compete for his pilot license at a foreign pilot board.

Briefly, the foreign master and mate enjoy in this country the full liberties of the native-born Britisher, while similar privileges are absolutely denied to our own men in other countries. It is Sir John Willes' Bill, has been brought forward, and there is no pilot to the whole of Great Britain who will not wish the measure every success.—Daily Mail.

THE CAINE ROAD MURDER.

At the Police Court this afternoon before

Commr. Hastings J. O'Neil, was charged with the willful murder of F. X. de Jesus on 9th inst. Mr. E. J. Grist appeared for the defence. Mr. A. G. Romano, Counsel General for Portugal, occupied a seat on the Bench and there was a large number of Portuguese in Court. Detective Inspector Hanson conducted the case on behalf of the Police.

J. M. R. Xavier, sworn said he lived at No. 2 West Terrace. He knew the defendant who lived in Remedios Terrace. He knew defendant long; he was a frequent visitor to No. 2 West Terrace. He went home about 7 p.m. on the 9th inst. He heard people saying that there was a quarrel between bridegroom and bride. By Bridgegroom he understood to be defendant, and by the bride Miss Glafira. He heard this while on the ground floor of his house. Shortly after this one of deceased's nieces said that the prisoner had pushed her grand mother down. He then went out and saw defendant and his niece in the verandah. They were quarrelling, but then he saw deceased and his wife pass the front of the house and cross the verandah and entered the house. In a few minutes the deceased came out again and stepping towards the defendant said, "Oh, John, what is this?" Defendant then pushed Miss Glafira aside and deceased walked up and passed the right side of defendant. Defendant at once commenced firing at deceased with a revolver. He did not know where defendant got the revolver from. He saw defendant fire three shots and deceased ran into the house. Witness closed with the defendant and struggled with him. It was about ten minutes before he disarmed him (Revolver produced). After disarming defendant he went for the Police. Deceased was about one foot off the muzzle of the revolver when defendant fired. He never saw deceased alive again. He saw the body at the Mortuary on the 10th inst. Miss Glafira was in the verandah when the fight took place. Witness then proceeded to describe the verandah and the contents which included a sofa and some chairs. He did not know what defendant and Miss Glafira were quarrelling about. Witness never had any quarrel with defendant. After disarming the defendant he went down Caine Road towards the Italian Convent. The defendant had been following him. Near the Convent he met Indian Constable 631 and pointed out defendant to him and told him to arrest him. As far as he knew the two men had no row before the shooting began. After defendant had fired three shots at deceased he turned round and went in by the same door out of which he came. He indicated on a plan the position of himself, and deceased and prisoner and said they had always been friendly so far as he knew. On the day of the murder there was nothing done by deceased to make prisoner angry either by gesture or language.

This witness was the most unintelligible that has been before the Court for some time past. Throughout his evidence the Court and the representatives of the Press had no little difficulty in finding out what he said or what he intended to represent, and besides he spoke in a most inaudible tone. At one time the Court thought that matters could be improved with the aid of a Portuguese interpreter, but on the contrary it only made matters worse and the interpreter had to be dropped.

Dr. J. Lawson, Medical Officer in charge of the Public Mortuary, said the body of deceased was received at the Mortuary on the evening of May 9th. Next morning he made an examination of it. There were two gun shot wounds of entrance close to the right nipple and two more in the region of the stomach. Both pleural cavities were full of blood, the right lung having been injured by both. The bullet entering at the right nipple. One of the other entrance wounds, which had travelled upwards and injured the right lung. These injuries led to the lungs had led to the hemorrhage into the pleural cavity, which combined with shock had caused the death. Witness found two bullets on the floor. One bullet was taken from the right thorax and the other from the left. The shots must have been fired at very close range as there was considerable scorching and blackening of the skin and shirt. The exhibit A or a similar weapon might have caused the wound.

C. E. Pierce, assistant at Lane and Crawford's, recognized the revolver as one sold by him on Monday, the 9th, he thought in the afternoon. Defendant was the purchaser. One dozen cartridges to fit were sold with the pistol. Once before on the same day defendant had been in asking the price of a revolver. He had asked for a lady's revolver and witness understood that to mean a small one. That sold was the smallest they had. He first asked the price of the revolver and when told asked how many cartridges were included in the price. Witness said none were. He then asked to be supplied with a dozen and witness said they were only sold in boxes of 50. On going to the case to get a box witness found a half empty box and agreed to let him have so. He said he only wanted a dozen. Witness said he would not do much damage with a dozen and he made no reply. He paid \$30 for the revolver and \$20 for the cartridges. Defendant took the things away with him.

At this stage Inspector Hanson, asked for a remand in order to prepare the rest of the evidence.

His Worship then adjourned the case till 2 p.m. on Saturday next.

The revolver was a pretty little, nickel-plated weapon, hammerless and of about 25 calibre.

The prisoner is a slim young fellow, tall and with the typical Portuguese cast of features. He was clad in blue serge coat and trousers and a white vest and carried a fawn Derby hat in his hand. When in the dock he seemed to feel his position acutely and all through the evidence he remained with his head rested on his folded arms, rarely if ever lifting his eyes.

THE PLAGUE.
OUTBREAK ON THE "ROMANOVNA."

We are very sorry to hear that plague has made its appearance with fatal results on board H.M.S. "Romanovna," now in harbour here. Yesterday six cases were reported to have been discovered and one of the men attacked succumbed to the pest. In consequence all leave for British ships is stopped after 7 p.m.

Three soldiers of the King's Own Regiment are at present under observation for plague and to-day two more men of the regiment were sent to hospital suffering from the disease. They have apparently contracted it in some of the Chinese quarters, as the utmost strictness is observed in barracks regarding all sanitary matters and there is little chance of the disease finding a lodging there. Cleanliness and plenty of bathing of drabs and the use of disinfectants are the great safeguards at a time like this.

During the 24 hours up to noon, 12th May, 20 new cases and 6 deaths from plague were reported, making the total since the 1st January (1898) 964 cases and 776 deaths.

THE SPANISH-AMERICAN WAR.

NEWS BY H.M.S. "LIZARD."

H.M.S. "Lizard" arrived in harbour at 2.30 p.m. to-day having left Manila on Monday last, the 9th inst. A representative of the Hongkong Telegraph boarded her and was informed that nothing of importance had occurred at Manila since the departure of the "McClure." The Spaniards are still in possession of the city while Commodore Dewey has occupied Cavite and is awaiting the arrival of the "McClure" with despatches before taking further action. The Americans are obtaining coal from sailing ships now in Manila harbour and the "Emeralda" appears to have been taken under Elmer's protection as when the "Lizard" left she was lying away from the rest of the shipping in port and close to the "Glympia." The panic amongst the foreign residents of the city has subsided to a great extent and all are awaiting the next move. Business is at a standstill, the blockade of the port being strictly maintained by the Americans, while the rebels have cut off all communication from the landward side. The German warships "Cormoran" and "Irene" are at Manila as also are the French cruiser "Brutus," the "Immortalite" and a Japanese cruiser. Mr. T. H. Reid who went to Manila in the "Emeralda" and as to whose safety there was some anxiety returned by the "Lizard" as also did our own special correspondent.

THE SITUATION IN MANILA.
H.M.S. "Lizard" (Captain Smyth) which arrived here this afternoon from Manila, brought up two "specials" one of them the Hongkong Telegraph's representative at the seat of war—but as there is no time to publish details this evening we summarise our special report of the state of affairs in Manila, as follows:—

The American fleet is lying at anchor off Manila blockading the port and endeavouring to starve the Spaniards into submission. The latter have made up their minds to hold out to the last and are in a position to give Uncle Sam a good deal of trouble for they have about 25,000 regulars garrisoning the town and have some 100,000 volunteers.

Commodore Dewey cannot land from his ships a force that could by any possibility cope with the Spanish forces and unless he is waiting the arrival of troops from the United States it is probable that as the action off Cavite has resulted in a complete stoppage of the trade of the port some of the Powers will intervene to bring about a cessation of the blockade. Already signs of such action by interested states is not wanting, and when the "Lizard" sailed Germany, British, French, and Japanese warships were in port. They are the "Cormoran," "Irene," "La Bruja," "Immortalite," and "Tatsuima-Kan." The "Marco Polo" was hourly expected as well as the "Katsuragi Augusta" and another Japanese cruiser.

The first thing that catches the eye of the visitor on landing is the great number of British and German flags displayed on the house tops and suspended from balconies. If one were not informed of the cause it would lead to the belief that the town is an *ex officio*. That, however, is not the case. Far from it, in fact, Trade is at a standstill. Scores of coasting steamers and schooners are laid up in the river Pasig, which is blocked up at the mouth with sunken schooners. The foreign banks are closed almost the whole day, there being no business to transact. The Europeans are living chiefly in the country and suburbs, and soldiers and guards are met with in every direction.

There is a strong anti-British feeling among the Spaniards, who are of opinion that we have shown far too much sympathy with the Americans and even supplied a pilot to guide the American fleet into Manila Bay. Some alleged that Captain Coburn, of the "Zafra," was "the elect," but our correspondent was able to disprove their minds on that subject for he had met Captain Coburn in Hongkong two days after the battle of Manila Bay and it was therefore impossible that he could have piloted this American fleet. As a matter of fact it is very easy to enter Manila Bay and as the Spaniards had laid no mines Commodore Dewey did not require a pilot and probably knew he would not need one before he left Hongkong.

It is probable that there will soon be a general massacre of the Spaniards by the rebels, who are in great force near Manila, and it is believed to be quite within the bounds of reason to assume that when this commences the Spaniards will murder many Europeans, chiefly Britishers. The latter feel very uneasy and consider that the Admiral should have at least two big ships on the spot and a third vessel (a first class cruiser) to keep up rapid communication between Manila and Hongkong. The "Zafra" is a stout little ship, and she has a stout and gallant crew but she lacks speed, and is neither armed nor manned sufficiently to render much service in the present emergency.

It is understood in Manila that Commodore Dewey will bombard the city as soon as troops arrive from the United States about two weeks hence.

Mr. Dawson McKinley, late Chief Engineer of the "Jolo de Mindanao," was brought up by the "Lizard." He is proceeding to Barcelona by first mail.

When the "Lizard" left Manila the "Emeralda" was anchored near the American fleet, and nobody in town could say when she was to sail for Hongkong.

London, 12th April.
Mr. J. J. Phelps, formerly American Minister in London, has declared that the Cuban rebellion would long since have ended if America had not supported the insurgents. He further expressed the view that it would be a deplorable political consequence if the annexation of Cuba by the United States resulted in the Spanish administration of that distant island.

It appears that the Carlists in Spain are supporters of a war policy, and are ready to assist the Government. The Madrid press is warlike, and the "Journal of Madrid" declares that, unless the history of Spain is to close, the country must fight. Madrid is practically under martial law. A mob of 5,000 persons paraded the streets, and demanded war. The civil guards prevented an attack on the American legation, and arrested 107 of the mob.

General F. Lete, the American Consul-General at Havana, has returned to Washington by way of New Orleans, having journeyed through the States on a triumphal progress. General Lete states that he was convinced that certain Spanish officers were fully cognizant of the circumstances attending the destruction of the "Albatros," but he acquitted General Blanco, the Spanish commander-in-chief in Cuba, of complicity in the disaster.

He also reports that two hundred thousand of the Cuban peasantry have died of starvation.

ROWDYISM IN CONGRESS.

The Foreign Relations Committee in the Senate has reported that the *Albatross* was destroyed by either an official act of the Spanish authorities, or gross negligence equivalent to a criminal act. In the House of Representatives there was a disgraceful scene of wild disorder in the debate on the President's message regarding Cuba. The members fought and rushed the aisles of the house like madmen. Opprobrious appellations were exchanged by the members, who called each other "liars" and "scoundrels." Heavy blows were being about, and the Speaker, who vainly tried to restore order by appealing to the members not to disgrace Congress, was hissed. The *London Times*, in commenting on the occurrence, says that it is unfortunate that such scenes have disgraced an Assembly when discussing a great national issue, and claiming to act as an avenger of wrong.

NEW YORK, April.

A dispatch to the *World* from Madrid says: The Ambassadors of five great European powers—France, Germany, Russia, Italy and Austria—have diplomatically informed the Government of Spain that a war with the United States can only be avoided, in their judgment, by Spain yielding. The Ambassadors of Europe have advised extreme concessions to the United States. They have appealed to Spain's pride, noble self-sacrifice, and self-interest. They mean that she must abandon Cuba.

The Ambassadors of the same powers called upon President McKinley in Washington in the interests of peace as a matter of form. There was possibly no expectation, no hope that the United States would recede one inch in its vital demand—that Spain must give up Cuba. But the powers may have felt that as they were about to use coercion in Madrid, it would be diplomatic to make a demonstration in Washington at the same time.

There are reasons to believe that the powers have made extraordinary propositions to Spain. They have said in effect that Spain should make such concessions to the United States as they believed to be necessary for the powers of Europe would guarantee her against war, both external and internal. The powers would delegate to one of their own number, Austria, whose throne is so closely allied to the throne of Spain by the ties of blood, the duty of defending Spain against any internal foe that might arise as a menace to the dynasty as a result of yielding to the demands of the United States.

In plain English, this means that Austrian troops would, if necessary, be sent to Spain to maintain order and to suppress civil war. The Austrian troops would have behind them the allied moral and physical forces of Europe. The Emperor, who has been repeatedly to the palace in the last twenty-four hours, is believed to be in sympathy with this programme.

LONDON, April 9th.

The Vienna correspondent of the *Daily Telegraph* says: How seriously the situation is understood here is shown by the fact that court circles already believe that Queen Regent Christina may soon return to her native land. Suitable preparations are already making at the palace of her brother.

One of the few discordant notes in the chorus of sympathy with the aims of the United States in Cuba comes from a quarter less expected. The *Freeman's Journal*, the organ of the Irish Nationalist leader, John Dillon, a past ally of the United States, after first cordially expressing the hope that Spain will win in the expected war, asks: "Is there a nation in the world which could break the islands loved at the Spaniards in the American press, or which would not protest against the stand-and-deliver policy adopted?"

In conclusion, the *Freeman's Journal* remarks: "In our opinion, the United States would be better employed helping Spain to make autonomy a success rather than in forcing a deplorable war. The latest advice shows that the Americans do not want to deliver Cuba to the Cubans."

The Irish Independent League has protested against this pro-Spanish declaration, and has passed a resolution of sympathy with the United States, repudiating with scorn and indignation the declaration of the *Freeman's Journal*.

The resolutions adopted by the New York Chamber of Commerce at its recent meeting are regarded as highly important factors of the situation and as giving the approval of the business men to the war policy.

During the course of a conversation, a high official of the British Foreign Office said: "The certain difficulties and possible dangers which the United States is facing by its attitude, besides the vast cost and the disquieting uncertainties of war itself, all of which could be avoided by a policy of indifference, show the single-mindedness of the American aims, and constitute an irresistible claim on the sympathies of other nations, for the assured losses are not counter-balanced by any prospect of gain."

"The President's policy is statesmanlike and essentially humane, and while we may view apprehensively the ultimate results to America of the necessity for introducing order in the government of Cuba, the solution of the inalienable scandal will not be too dearly purchased at the cost of war."

"The malignant ruin of Spain in Cuba has got to end now, for neither America nor any one else will trust Spain's promises, so often broken, especially after the tell tale correspondence which resulted in the recall of Senor Dupuy de Lome. Nevertheless," added the foreign official, "America has taken up an unenviable task. After driving out the Spaniards, she will have to strive to crush the Cubans, who are rebels at heart, and who will not submit tamely to any form of government but continue their favorite occupation of fighting."

After commenting upon the fact that "the effect of the dramatic postponement of President McKinley's message has been to plunge two continents into profound suspense and put every Bourne in the world into violent alternations of heat and cold," the *Spectator* suggests as a possible explanation of the delay that "the President found, or feared he had found, that he was face to face with a coalition of the continental powers—France, Russia, Germany and Austria—nominally to preserve the peace of the world, but really to conduct an anti-McKinley campaign to prevent any territory now in the possession of a European power passing under American control."

But the *Spectator* in its next sentence, knocks this question on the head by saying: "While the continental powers do not love the American republic, they would not be so mad as to start a war with the whole Anglo-Saxon race, and that would be the outcome, for if America was attacked by a continental coalition England would be by her side in twenty-four hours."

BRISBANE, April 9th.

All news of the Hispano-American crisis is anxiously watched in Germany as the opening of actual hostilities is expected, and German interests, especially her commercial interests, are involved.

cause the probable effect of war upon trade. Public opinion is much divided, many of the papers expressing the opinion that the United States ought to be satisfied with the concessions that Spain is offering; others declaring, however, that the United States is right in demanding the independence of Cuba as the only means of preventing the recurrence of the disturbances and quieting just indignation in America at Spanish misrule.

Hardly anybody in serious political circles doubts that war is coming, the points at issue being deemed irreconcilable, although every paper does full justice to President McKinley's moderation and evident desire for peace. The National Conservative newspapers have taken the occasion to point out that in the event of war Germany ought to seize the opportunity to secure objects which her politicians have been aiming at for years. The *Deutschs Zeitung*, the leading organ of this party, expresses the hope that the German Foreign Office is arranging to appropriate Samoa, drive the Americans from there, and take possession of one or more of the Antilles if possible. After Cuba has become American or independent, she will require a coaling station in these waters for her navy and merchant marine.

It is learned at the Foreign Office here that the Cannamara incident has been satisfactorily settled, Spain agreeing to pay 450,000 pesetas damages for the destruction of German property and the lives taken by the insurgents in that part of Cuba. In consequence of this settlement the German war ship *Gulde* has been ordered to Brazil instead of going to Havana for the purpose of collecting an indemnity and punishing the perpetrators of the outrage. The newspapers, however, call on the Government to send at least one war ship to protect German interests in case of hostilities, and it is understood the Navy Department has instructed the officials at Kiel to send a vessel across the Atlantic.

In the event of an outbreak the official attitude of Germany will not be changed. Under no circumstances will she depart from the strictest neutrality. The Spanish Ambassador here, Señor Mendes de Vigo, made another attempt during the past week to secure Germany's intervention or mediation, while Emperor Francis Joseph of Austria renewed his personal and confidential solicitations on the same subject with Emperor William. Germany, however, has taken up the position that the question exclusively concerns the United States and Spain, and that unless both of these countries ask German mediation or good offices, any steps in the matter would be useless.

The semi-official *North German Gazette* says: A statement has been made in foreign newspapers and here and there in German papers that in the dispute between Spain and America the German Government has departed from the line of strict neutrality. It is impossible to discover where on this view is based. From the beginning of these complications the press sent here the Government has abstained from any attempt which could appear in any way of taking sides, and has particularly avoided everything which might have the effect of disturbing our relations with United States, to which Germany is bound by 100 years of unclouded friendship. We think we are not mistaken in saying the Government has the whole public opinion of Germany behind it in the policy of absolute neutrality which it has pursued.

It is said on unexceptionable authority that the Queen Regent was the initiator of the movement to enlist the Pope in Spain's behalf and that Emperor Francis Joseph aided her, but Emperor William warned them that the step was likely to meet with the decided disapproval of the majority of Americans.

Lieut. A. P. Niblack, the United States naval attaché here and at Rome, is waiting orders to proceed to Italy again. Commander Willard Brown, the agent of the United States Navy Department in Europe, has been given authority to issue instructions to all the United States naval attaches in Europe, according to the requirements of the situation. In fact, there is even a possibility that they may all be recalled home.

On strictly reliable authority it is learned that all the United States naval attaches have been ordered to end their negotiations for the purchase of war ships, munition of war, etc. The reason for this is that the time is regarded as too short to allow of the transportation of the purchases to the United States before war is declared.

New York, 9th April.

The New York *States Zeitung* will tomorrow publish an interview which its Berlin special correspondent had to-day with a high functionary of the Imperial Foreign Office regarding the official attitude of Germany in the Hispano-American conflict. The functionary, after affirming anew that Germany would remain strictly neutral, continued as follows:

"We are suffering under the allegation that we have decided to side with Spain. Our own immediate interests and commercial relations rather operate to send our sympathies toward the United States. We joined the action of the powers in Washington without deviating an inch from the line of the strictest neutrality. We were led by the consideration that the action was not directed at interference, but was solely and exclusively intended to be an assistance of peace. We already have looked very queer had we only we excluded ourselves from that purely platonic move. Spain, in that case, would have been justified in asserting that we sided with the United States."

"We do not by any means defend Spanish misrule in Cuba, nor have we the least interest in preventing the separation of the island from the Spanish. But if this partition is performed too severely Spain will have to suffer too much. But nevertheless Germany will interfere under no circumstances whatever, for no other cause than for the sake of existing commercial relations. We already wish to keep up the friendship with the United States which has stood the test of a hundred years without ever being impaired."

NEW YORK, April 10th.

A few cables from London says:—The Old World is preparing to watch with the keenest attention and concern the first real test of modern armament by Spain and the United States. It would be a bitter disappointment to all concerned with the naval services of Europe if they were deprived at the last moment, as they may be, of this great object lesson of marine architecture and weapons which the Spanish-American struggle is expected to furnish. That spectators do not care a rap for the issues of the war or of any battle, neither does it result in its sacrifice of life on either side much concern them. Their eagerness is to learn the technical and mechanical details of every engagement, and to know how far the theoretical estimates of the efficiency of the manifold devices for offence and defence are justified by practical experience.

In regard to the issues involved, European opinion is somewhat more sharply divided. Within the past few days, Englishmen, without regard to party, have become more and more outspoken and emphatic in their endorsement of the American position, and their approval of the statesmanlike forbearance and firmness of President McKinley and General Woodford. Even journals that are usually criticising all things American now express sincere admiration of the attitude and policy of the United States and condemn the fatal policy of the Spaniards in refusing to yield to humane demands for the restoration of peace in Cuba.

On the other hand, Continental opinion does not justify American interference and refuses utterly to recognize any but selfish motives at the back of America's policy. This, after all, is only natural and furnishes another example of the fundamental differences between the Anglo-Saxon character and that of the Continental race. It is Utopian and practically incredible, in the estimation of Continental diplomacy, that any nation should perform a stern and unselfish duty to humanity involving serious sacrifices, when that duty is outside its own borders.

In other words, the Continental attitude is now only a repetition of the policy with regard to the Armenian horrors. Europe refused to believe in England's good faith, and refuses to believe in America's good faith now.

I cannot refrain from expressing further the sincerity of England's sympathy. I make acknowledgments all the more freely because I have never hesitated to criticize English projects and English policy in these despatches. It is only very recently that Englishmen realized or took the trouble to learn of the Cuban horrors of the past three years. It required only this knowledge to turn British sympathy unflinchingly to the support of the Washington Administration in its efforts to check any further crimes against humanity. This sympathy has not failed to take a practical form every way which the strict rules of diplomacy and international law permit.

THE STEAMER "PEIFANG" ON FIRE.

SHANGHAI, May 5th.

The German steamship *Peifang* (Capt. Köhler), belonging to the China Coast Navigation Company, Hamburg (Messrs. Slaggen and Co. Agents), had an exciting experience on her last voyage from Hongkong to Shanghai, which she reached yesterday morning. She left Hongkong on the 28th ultimo, at 3.30 in the afternoon, and with a full cargo of general merchandise, and 28 cases of oranges for the Shanghai Municipal Council, and 240 barrels of dynamite for the Imperial Chinese Customs. The cartridges and dynamite were stored in the afterhold. In the forehold she had a large quantity of saltpetre and 30 hogsheads of alcohol (spirits of wine), and in her fore-deck a great mass of miscellaneous cargo, including a great many packages of cheap European matches, having, in fact brought on the cargo from the Europe of two of the Kingdom Lines, and the Austrian Lloyd's and Italian Navigation Company's steamers. The weather was rough and the vessel underwent a considerable amount of pitching about in the first part of her voyage, until at 4.40 p.m. on the next day (the 29th), just after passing Namsai, it was discovered that the cargo in the main fore-deck was on fire. Captain Köhler immediately decided to run ashore, and made for Owick Bay, where he anchored at 5.30 p.m. in three-and-a-half fathoms of water. By this time the fire had obtained a strong hold on the vessel's iron decks, part of which, over the location of the outbreak, and on the starboard side, well forward of the wheel, had become a large amount of inflammable and explosive cargo was on board did not add anything to their comfort. It was seen at once that the fire was serious and Captain Köhler decided to jettison the dynamite, which was done. The cartridges were not touched. There was only one European passenger and a few Chinese on board, but seeing the admirable discipline and the ready resources for extinguishing the fire, there was no great excitement; and all the officers and men worked with a steady determination, which insured their ultimate triumph over the most awful horror of the sea. But it was not until noon on the 30th that the fire was completely extinguished, after a great deal of water had been poured into the fore-deck and lower hold. The charred and smouldering parts of the cargo were cleared away in the afternoon and the vessel proceeded on her voyage at 4 o'clock on the morning of the 31st instant, reaching Woorong on Tuesday afternoon. An examination of the ship to-day shows how extensive the fire was, and it speaks volumes for the energy and courage and self-sacrifice of the crew, who bravely combated this terrible and bloody brought their ship safely to port. Captain Parker, the Bureau Veritas Surveyor, made a minute survey to-day, the result of which we have not yet heard; but the deck, which is composed of soft iron, overlaid with teak, is buckled in several places, and the teak covering destroyed, while a few plates will have to be replaced. The vessel herself, beyond these injuries, is undamaged, but the value of the cargo destroyed by fire, smoke and water is very considerable.—*China Gazette*.

NOT A DANCE.

Barometer 29.867
Thermometer 76.3
Humidity 84.0
Rainfall 15.0

TO-DAY.

On data at 10 a.m. On data at 4 p.m.
Barometer 29.82 29.74
Thermometer 82 83
Humidity 85 83
Rainfall 0.05

TO-MORROW.

On data at 10 a.m. On data at 4 p.m.
Barometer 29.82 29.74
Thermometer 82 83
Humidity 85 83
Rainfall 0.05

SHIPPING AND MAIL NEWS.

MAILED DUE:
Australian (*Arriva*) to-morrow.
English (*Parramatta*) to-morrow.
Tacoma (*Olympia*) 14th inst.
American (*Arctis*) 18th inst.
Australian (*Tahiti*) 19th inst.
American (*City of Rio de Janeiro*) 28th inst.
Canadian (*Empress of China*) 31st inst.

This steamer *Columbia* arrived in New York on the 8th inst.

The N. P. S. S. Co.'s steamer *Argyll* sailed for Yokohama for Fuzhou yesterday, the 10th inst.

The Canadian Pacific Railway Co.'s steamer *Empress of China*, left Vancouver for Hongkong and Great Port of Call on Tuesday afternoon, the 10th inst.

The P. M. S. S. Co.'s steamer *City of Peking*, with mail, etc., which left here April 9th for San Francisco via Shanghai, Nagasaki, Kobe, Island Sea, Yokohama and Honolulu, arrived at her destination on the 9th inst.

HONGKONG AND WHAMPOA DOCK RETURN.

Reliance (H.M.S.) at Kowloon Dock.
Frederick (H.M.S.) " " " "
Indra (H.M.S.) " " " "
Reliance (H.M.S.) " " " "
City (H.M.S.) " " " "

On the other hand, Continental opinion does not justify American interference and refuses utterly to recognize any but selfish motives at the back of America's policy. This, after all, is only natural and furnishes another example of the fundamental differences between the Anglo-Saxon character and that of the Continental race. It is Utopian and practically incredible, in the estimation of Continental diplomacy, that any nation should perform a stern and unselfish duty to humanity involving serious sacrifices, when that duty is outside its own borders.

In other words, the Continental attitude is now only a repetition of the policy with regard to the Armenian horrors. Europe refused to believe in England's good faith, and refuses to believe in America's good faith now.

I cannot refrain from expressing further the sincerity of England's sympathy. I make acknowledgments all the more freely because I have never hesitated to criticize English projects and English policy in these despatches. It is only very recently that Englishmen realized or took the trouble to learn of the Cuban horrors of the past three years. It required only this knowledge to turn British sympathy unflinchingly to the support of the Washington Administration in its efforts to check any further crimes against humanity. This sympathy has not failed to take a practical form every way which the strict rules of diplomacy and international law permit.

It is said on unexceptionable authority that the Queen Regent was the initiator of the movement to enlist the Pope in Spain's behalf and that Emperor Francis Joseph aided her, but Emperor William warned them that the step was likely to meet with the decided disapproval of the majority of Americans.

Lieut. A. P. Niblack, the United States naval attaché here and at Rome, is waiting orders to proceed to Italy again. Commander Willard Brown, the agent of the United States Navy Department in Europe, has been given authority to issue instructions to all the United States naval attaches in Europe, according to the requirements of the situation. In fact, there is even a possibility that they may all be recalled home.

On strictly reliable authority it is learned that all the United States naval attaches have been ordered to end their negotiations for the purchase of war ships, munition of war, etc. The reason for this is that the time is regarded as too short to allow of the transportation of the purchases to the United States before war is declared.

The New York *States Zeitung* will tomorrow publish an interview which its Berlin special correspondent had to-day with a high functionary of the Imperial Foreign Office regarding the official attitude of Germany in the Hispano-American conflict. The functionary, after affirming anew that Germany would remain strictly neutral, continued as follows:

"We are suffering under the allegation that we have decided to side with Spain. Our own immediate interests and commercial relations rather operate to send our sympathies toward the United States. We joined the action of the powers in Washington without deviating an inch from the line of the strictest neutrality. We were led by the consideration that the action was not directed at interference, but was solely and exclusively intended to be an assistance of peace. We already have looked very queer had we only we excluded ourselves from that purely platonic move. Spain, in that case, would have been justified in asserting that we sided with the United States."

"We do not by any means defend Spanish misrule in Cuba, nor have we the least interest in preventing the separation of the island from the Spanish. But if this partition is performed too severely Spain will have to suffer too much. But nevertheless Germany will interfere under no circumstances whatever, for no other cause than for the sake of existing commercial relations. We already wish to keep up the friendship with the United States which has stood the test of a hundred years without ever being impaired."

A few cables from London says:—The Old World is preparing to watch with the keenest attention and concern the first real test of modern armament by Spain and the United States. It would be a bitter disappointment to all concerned with the naval services of Europe if they were deprived at the last moment, as they may be, of this great object lesson of marine architecture and weapons which the Spanish-American struggle is expected to furnish. That spectators do not care a rap for the issues of the war or of any battle, neither does it result in its sacrifice of life on either side much concern them. Their eagerness is to learn the technical and mechanical details of every engagement, and to know how far the theoretical estimates of the efficiency of the manifold devices for offence and defence are justified by practical experience.

In regard to the issues involved, European opinion is somewhat more sharply divided. Within the past few days, Englishmen, without regard to party, have become more and more outspoken and emphatic in their endorsement of the American position, and their approval of the statesmanlike forbearance and firmness of President McKinley and General Woodford. Even journals that are usually criticising all things American now express sincere admiration of the attitude and policy of the United States and condemn the fatal policy of the Spaniards in refusing to yield to humane demands for the restoration of peace in Cuba.

On the other hand, Continental opinion does not justify American interference and refuses utterly to recognize any but selfish motives at the back of America's policy. This, after all, is only natural and furnishes another example of the fundamental differences between the Anglo-Saxon character and that of the Continental race. It is Utopian and practically incredible, in the estimation of Continental diplomacy, that any nation should perform a stern and unselfish duty to humanity involving serious sacrifices, when that duty is outside its own borders.

In other words, the Continental attitude is now only a repetition of the policy with regard to the Armenian horrors. Europe refused to believe in England's good faith, and refuses to believe in America's good faith now.

I cannot refrain from expressing further the sincerity of England's sympathy. I make acknowledgments all the more freely because I have never hesitated to criticize English projects and English policy in these despatches. It is only very recently that Englishmen realized or took the trouble to learn of the Cuban horrors of the past three years. It required only this knowledge to turn British sympathy unflinchingly to the support of the Washington Administration in its efforts to check any further crimes against humanity. This sympathy has not failed to take a practical form every way which the strict rules of diplomacy and international law permit.

It is said on unexceptionable authority that the Queen Regent was the initiator of the movement to enlist the Pope in Spain's behalf and that Emperor Francis Joseph aided her, but Emperor William warned them that the step was likely to meet with the decided disapproval of the majority of Americans.

Lieut. A. P. Niblack, the United States naval attaché here and at Rome, is waiting orders to proceed to Italy again. Commander Willard Brown, the agent of the United States Navy Department in Europe, has been given authority to issue instructions to all the United States naval attaches in Europe, according to the requirements of the situation. In fact, there is even a possibility that they may all be recalled home.

On strictly reliable authority it is learned that all the United States naval attaches have been ordered to end their negotiations for the purchase of war ships, munition of war, etc. The reason for this is that the time is regarded as too short to allow of the transportation of the purchases to the United States before war is declared.

The New York *States Zeitung* will tomorrow publish an interview which its Berlin special correspondent had to-day with a high functionary of the Imperial Foreign Office regarding the official attitude of Germany in the Hispano-American conflict. The functionary, after affirming anew that Germany would remain strictly neutral, continued as follows:

"We are suffering under the allegation that we have decided to side with Spain. Our own immediate interests and commercial relations rather operate to send our sympathies toward the United States. We joined the action of the powers in Washington without deviating an inch from the line of the strictest neutrality. We were led by the consideration that the action was not directed at interference, but was solely and exclusively intended to be an assistance of peace. We already have looked very queer had we only we excluded ourselves from that purely platonic move. Spain, in that case, would have been justified in asserting that we sided with the United States."

"We do not by any means defend Spanish misrule in Cuba, nor have we the least interest in preventing the separation of the island from the Spanish. But if this partition is performed too severely Spain will have to suffer too much. But nevertheless Germany will interfere under no circumstances whatever, for no other cause than for the sake of existing commercial relations. We already wish to keep up the friendship with the United States which has stood the test of a hundred years without ever being impaired."

A few cables from London says:—The Old World is preparing to watch with the keenest attention and concern the first real test of modern armament by Spain and the United States. It would be a bitter disappointment to all concerned with the naval services of Europe if they were deprived at the last moment, as they may be, of this great object lesson of marine architecture and weapons which the Spanish-American struggle is expected to furnish. That spectators do not care a rap for the issues of the war or of any battle, neither does it result in its sacrifice of life on either side much concern them. Their eagerness is to learn the technical and mechanical details of every engagement, and to know how far the theoretical estimates of the efficiency of the manifold devices for offence and defence are justified by practical experience.

In regard to the issues involved, European opinion is somewhat more sharply divided. Within the past few days, Englishmen, without regard to party, have become more and more outspoken and emphatic in their endorsement of the American position, and their approval of the statesmanlike forbearance and firmness of President McKinley and General Woodford. Even journals that are usually criticising all things American now express sincere admiration of the attitude and policy of the United States and condemn the fatal policy of the Spaniards in refusing to yield to humane demands for the restoration of peace in Cuba.

SHANGHAI RACES.

THIRD DAY.

The GREAT NORTHERN PLATE. Three quarters of a mile.
Mr. Ring's Edge, Mr. Meyerleak 1
Mr. Hampden's Aial, Mr. Midwood 2
Mr. Kanuck's Meril, Mr. Chisholm 3

THE MASONIC CLUB CHALLENGER CAP. One mile and a quarter.
Mr. Gladys's Scotsman, Mr. Master 1
Mr. Hopeful's Shannon, Mr. W. W. Cox 2
The Barker's General, Mr. Midwood 3

THE SHANTUNG STAKES. One mile.
Mr. Maw-Dan's Th. Bile, Mr. W. Jones 1
Mr. Doris's Bile, Mr. Dallas 2
Mr. Four Star's Nebula, Mr. Crawford 3

THE FORT-MUTUAL CUP. One mile and a half.
Mr. Duplex's The Broker, Mr. Renny 1
The Barker's General, Mr. Midwood 2
Mr. Tin Wo's Holstomer, Mr. M. Jones 3

THE YAMOTZ STAKES. Two miles.
Mr. Postreina's Sans Douce, Mr. Chisholm 1
Mr. Eric's Valkyrie, Mr. Midwood 2
Mr. Martin's Coway, Mr. Meyerleak 3

THE CONSOLATION CUP. Once round.
Mr. Toep's Orwell, Mr. W. W. Cox 1
Mr. Douce's The Outcast, Mr. Renny 2
Mr. Freddy's Memo, Mr. Cumming 3

THE MANCHU STAKES. One mile and a quarter.
Mr. Hopeful's Shannon, Mr. W. W. Cox 1
Mr. Maw-Dan's Th. Bile, Mr. Dallas 2
Major Stamp's Pride of the North, Mr. Chisholm 3

THE CHAMPION SWEEPSTAKES. One mile and a half.
Mr. Freddy's Memo, Mr. Cumming 1
Mr. Eric's Valkyrie, Mr. Midwood 2
Mr. Duplex's The Broker, Mr. Renny 3

THE NIP-DENYER CUP. One mile.
Messrs. Four Star's Nebula, Mr. Crawford 1
Mr. Jester's Alexander the Great, Mr. Cumming 2
Mr. Minor Lak's Nutcracker, Mr. Willemtier 3

Owing to the inclemency of the weather, the rain having practically converted the course into a swamp and made it highly dangerous, the off-day's races were postponed.

NOT A DANCE.

Barometer 29.867
Thermometer 76.3
Humidity 84.0
Rainfall 15.0

TO-DAY.

On data at 10 a.m. On data at 4 p.m.
Barometer 29.82 29.74
Thermometer 82 83
Humidity 85 83
Rainfall 0.05

TO-MORROW.

On data at 10 a.m. On data at 4 p.m.
Barometer 29.82 29.74
Thermometer 82 83
Humidity 85 83
Rainfall 0.05

SHIPPING AND MAIL NEWS.

MAILED DUE:
Australian (*Arriva*) to-morrow.
English (*Parramatta*) to-morrow.
Tacoma (*Olympia*) 14th inst.
American (*Arctis*) 18th inst.
Australian (*Tahiti*) 19th inst.
American (*City of Rio de Janeiro*) 28th inst.
Canadian (*Empress of China*) 31st inst.

This steamer *Columbia* arrived in New York on the 8th inst.

The N. P. S. S. Co.'s steamer *Argyll* sailed for Yokohama for Fuzhou yesterday, the 10th inst.

The Canadian Pacific Railway Co.'s steamer *Empress of China*, left Vancouver for Hongkong and Great Port of Call on Tuesday afternoon, the 10th inst.

The P. M. S. S. Co.'s steamer *City of Peking*, with mail, etc., which left here April 9th for San Francisco via Shanghai, Nagasaki, Kobe, Island Sea, Yokohama and Honolulu, arrived at her destination on the 9th inst.

HONGKONG AND WHAMPOA DOCK RETURN.

Reliance (H.M.S.) at Kowloon Dock.
Frederick (H.M.S.) " " " "
Indra (H.M.S.) " " " "
Reliance (H.M.S.) " " " "
City (H.M.S.) " " " "

On the other hand, Continental opinion does not justify American interference and refuses utterly to recognize any but selfish motives at the back of America's policy. This, after all, is only natural and furnishes another example of the fundamental differences between the Anglo-Saxon character and that of the Continental race. It is Utopian and practically incredible, in the estimation of Continental diplomacy, that any nation should perform a stern and unselfish duty to humanity involving serious sacrifices, when that duty is outside its own borders.

In other words, the Continental attitude is now only a repetition of the policy with regard to the Armenian horrors. Europe refused to believe in England's good faith, and refuses to believe in America's good faith now.

I cannot refrain from expressing further the sincerity of England's sympathy. I make acknowledgments all the more freely because I have never hesitated to criticize English projects and English policy in these despatches. It is only very recently that Englishmen realized or took the trouble to learn of the Cuban horrors of the past three years. It required only this knowledge to turn British sympathy unflinchingly to the support of the Washington Administration in its efforts to check any further crimes against humanity. This sympathy has not failed to take a practical form every way which the strict rules of diplomacy and international law permit.

It is said on unexceptionable authority that the Queen Regent was the initiator of the movement to enlist the Pope in Spain's behalf and that Emperor Francis Joseph aided her, but Emperor William warned them that the step was likely to meet with the decided disapproval of the majority of Americans.

Lieut. A. P. Niblack, the United States naval attaché here and at Rome, is waiting orders to proceed to Italy again. Commander Willard Brown, the agent of the United States Navy Department in Europe, has been given authority to issue instructions to all the United States naval attaches in Europe, according to the requirements of the situation. In fact, there is even a possibility that they may all be recalled home.

On strictly reliable authority it is learned that all the United States naval attaches have been ordered to end their negotiations for the purchase of war ships, munition of war, etc. The reason for this is that the time is regarded as too short to allow of the transportation of the purchases to the United States before war is declared.

The New York *States Zeitung* will tomorrow publish an interview which its Berlin special correspondent had to-day with a high functionary of the Imperial Foreign Office regarding the official attitude of Germany in the Hispano-American conflict. The functionary, after affirming anew that Germany would remain strictly neutral, continued as follows:

"We are suffering under the allegation that we have decided to side with Spain. Our own immediate interests and commercial relations rather operate to send our sympathies toward the United States. We joined the action of the powers in Washington without deviating an inch from the line of the strictest neutrality. We were led by the consideration that the action was not directed at interference, but was solely and exclusively intended to be an assistance of peace. We already have looked very queer had we only we excluded ourselves from that purely platonic move. Spain, in that case, would have been justified in asserting that we sided with the United States."

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAGAMI MARU T. Mura	VLADIVOSTOK, VIA SHANGHAI, CHIFUO, CHEMULPO, NAGASAKI, FUSAN and GYEON.	FRIDAY, 13th May, at 4 P.M.
MATSUYAMA MARU J. Nish	SINGAPORE (Transshipping Cargo for JAVA PORTS), COLOMBO and BOMBAY.	TUESDAY, 17th May, at Noon.
KINSHU MARU F. J. Brown	SEATTLE, WASH., VIA KOLE and YOKOHAMA.	THURSDAY, 19th May, at 4 P.M.
KANAGAWA MARU J. MacKenzie	MARSEILLES, LONDON, and ANT- WERP, VIA SINGAPORE (Transship- ping Cargo for JAVA PORTS), PENANG, COLOMBO and PORT SAID.	MONDAY, 23rd May, at 4 P.M.
OMI MARU C. Young	THURSDAY ISLAND, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 27th May, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 9th May, 1898.

A. S. MIHARA,
Manager.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship"HAITAN,"
Captain Hall, will be despatched for the
above Ports, TO-MORROW, the 13th instant, at
10 A.M.For Freight or Passage apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 12th May, 1898. [615]AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.(UNDER MAIL CONTRACT WITH THE AUSTRIAN
GOVERNMENT.)STEAM FOR
SINGAPORE, PENANG, COLOMBO,
BOMBAY, KURRACHI, ADEN, SUEZ,
PORT SAID, VENICE, FIUME,
AND TRIESTE.(Taking Cargo at through rates to CALCUTTA,
MADRAS, PERSIAN GULF, RED SEA, BLACK
SEA, LEVANT, ADRIATIC, and SOUTH
AFRICAN PORTS.)

THE Company's Steamship

"TRIESTE,"
Captain A. Gilly, will be despatched as above
TO-MORROW, the 13th instant, P.M.Silk and Valuable articles transhipped at Bom-
bay into an accelerated liner.For information as to Passage and Freight,
apply toSANDER, WIELER & Co.,
Agents.
Hongkong, 7th May, 1898. [604]

EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, ROTTERDAM AND
COPENHAGEN.

THE Company's Steamship

"SEAM,"
Captain C. Cold, will be despatched as above
on or about the 14th May.For Freight or Passage, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 16th April, 1898. [541]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"
Captain Jackson, will be despatched as above
on MONDAY, the 16th instant, at 3 P.M.For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th May, 1898. [572]CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"
Captain Finlayson, will be despatched as above
on WEDNESDAY, the 18th instant, at 3 P.M.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th May, 1898. [511]CHINA NAVIGATION COMPANY,
LIMITED.

FOR NINGPO AND SHANGHAI.

THE Company's Steamship

"KALGAN,"
Captain Bennet, will be despatched as above
on WEDNESDAY, the 18th instant, at 3 P.M.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th May, 1898. [614]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"QUEEN MARGARET,"
will be despatched as above on or about
the 15th May, 1898.To be followed by
S.S. "ST. NINIAN," on or about 15th June,
1898.S.S. "CRAIGFARN," on or about 30th June,
1898.For Freight, &c., apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 20th April, 1898. [485]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ENERGIA,"
will be despatched as above on or about the
15th instant.

S.S. "AFRIDI," about 20th June, 1898.

S.S. "FATHAN," about 15th July, 1898.

S.S. "MACDUFF," about 31st July, 1898.

For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.
Hongkong, 4th May, 1898. [353]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE British Bark

"WEST YORK,"
W. L. Foster, Master, will load here for the
above Port, and will have quick despatch.For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 7th March, 1898. [352]

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"IMBERHORNE,"
Lever, Master, shortly expected here, will load
for the above port and will have quick
despatch.For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 19th March, 1898. [414]

LEVY HERMANOS.

DIAMOND JEWELLERS, JEWELLERS
AND WATCHMAKERS.Sole Agents in the East for the amalgamated
CLARKE, HUMBER and GLADIATOR CO., Ltd.,
DUNLOP TYRES, BICYCLES, &c. &c. &c.
A special reliable Watch made for this Climate.
Quality A. & B. & C. & D. & E. & F. & G. & H. & I. & J. & K. & L. & M. & N. & O. & P. & Q. & R. & S. & T. & U. & V. & W. & X. & Y. & Z. & AA. & AB. & AC. & AD. & AE. & AF. & AG. & AH. & AI. & AJ. & AK. & AL. & AM. & AN. & AO. & AP. & AQ. & AR. & AS. & AT. & AU. & AV. & AW. & AX. & AY. & AZ. & BA. & BB. & BC. & BD. & BE. & BF. & BG. & BH. & BI. & BJ. & BK. & BL. & BM. & BN. & BO. & BP. & BQ. & BR. & BS. & BT. & BU. & BV. & BW. & BX. & BY. & BZ. & CA. & CB. & CC. & CD. & CE. & CF. & CG. & CH. & CI. & CJ. & CK. & CL. & CM. & CN. & CO. & CP. & CQ. & CR. & CS. & CT. & CU. & CV. & CW. & CX. & CY. & CZ. & DA. & DB. & DC. & DD. & DE. & DF. & DG. & DH. & DI. & DJ. & DK. & DL. & DM. & DN. & DO. & DP. & DQ. & DR. & DS. & DT. & DU. & DV. & DW. & DX. & DY. & DZ. & EA. & EB. & EC. & ED. & EE. & EF. & EG. & EH. & EI. & EJ. & EK. & EL. & EM. & EN. & EO. & EP. & EQ. & ER. & ES. & ET. & EU. & EV. & EW. & EX. & EY. & EZ. & FA. & FB. & FC. & FD. & FE. & FF. & FG. & FH. & FI. & FJ. & FK. & FL. & FM. & FN. & FO. & FP. & FQ. & FR. & FS. & FT. & FU. & FV. & FW. & FX. & FY. & FZ. & GA. & GB. & GC. & GD. & GE. & GF. & GG. & GH. & GI. & GJ. & GK. & GL. & GM. & GN. & GO. & GP. & GQ. & GR. & GS. & GT. & GU. & GV. & GW. & GX. & GY. & GZ. & HA. & HB. & HC. & HD. & HE. & HF. & HG. & HH. & HI. & HJ. & HK. & HL. & HM. & HN. & HO. & HP. & HQ. & HR. & HS. & HT. & HU. & HV. & HW. & HX. & HY. & HZ. & IA. & IB. & IC. & ID. & IE. & IF. & IG. & IH. & II. & IJ. & IK. & IL. & IM. & IN. & IO. & IP. & IQ. & IR. & IS. & IT. & IU. & IV. & IW. & IX. & IY. & IZ. & JA. & JB. & JC. & JD. & JE. & JF. & JG. & JH. & JI. & JJ. & JK. & JL. & JM. & JN. & JO. & JP. & JQ. & JR. & JS. & JT. & JU. & JV. & JW. & JX. & JY. & JZ. & KA. & KB. & KC. & KD. & KE. & KF. & KG. & KH. & KI. & KJ. & KL. & KM. & KN. & KO. & KP. & KQ. & KR. & KS. & KT. & KU. & KV. & KW. & KX. & KY. & KZ. & LA. & LB. & LC. & LD. & LE. & LF. & LG. & LH. & LI. & LJ. & LK. & LL. & LM. & LN. & LO. & LP. & LQ. & LR. & LS. & LT. & LU. & LV. & LW. & LX. & LY. & LZ. & MA. & MB. & MC. & MD. & ME. & MF. & MG. & MH. & MI. & MJ. & MK. & ML. & MM. & MN. & MO. & MP. & MQ. & MR. & MS. & MT. & MU. & MV. & MW. & MX. & MY. & MZ. & NA. & NB. & NC. & ND. & NE. & NF. & NG. & NH. & NI. & NJ. & NK. & NL. & NM. & NN. & NO. & NP. & NQ. & NR. & NS. & NT. & NU. & NV. & NW. & NX. & NY. & NZ. & OA. & OB. & OC. & OD. & OE. & OF. & OG. & OH. & OI. & OJ. & OK. & OL. & OM. & ON. & OO. & OP. & OQ. & OR. & OS. & OT. & OU. & OV. & OW. & OX. & OY. & OZ. & PA. & PB. & PC. & PD. & PE. & PF. & PG. & PH. & PI. & PJ. & PK. & PL. & PM. & PN. & PO. & PP. & PQ. & PR. & PS. & PT. & PU. & PV. & PW. & PX. & PY. & PZ. & QA. & QB. & QC. & QD. & QE. & QF. & QG. & QH. & QI. & QJ. & QK. & QL. & QM. & QN. & QO. & QP. & QQ. & QR. & QS. & QT. & QU. & QV. & QW. & QX. & QY. & QZ. & RA. & RB. & RC. & RD. & RE. & RF. & RG. & RH. & RI. & RJ. & RK. & RL. & RM. & RN. & RO. & RP. & RQ. & RR. & RS. & RT. & RU. & RV. & RW. & RX. & RY. & RZ. & SA. & SB. & SC. & SD. & SE. & SF. & SG. & SH. & SI. & SJ. & SK. & SL. & SM. & SN. & SO. & SP. & SQ. & SR. & SS. & ST. & SU. & SV. & SW. & SX. & SY. & SZ. & TA. & TB. & TC. & TD. & TE. & TF. & TG. & TH. & TI. & TJ. & TK. & TL. & TM. & TN. & TO. & TP. & TQ. & TR. & TS. & TT. & TU. & TV. & TW. & TX. & TY. & TZ. & UA. & UB. & UC. & UD. & UE. & UF. & UG. & UH. & UI. & UJ. & UK. & UL. & UM. & UN. & UO. & UP. & UQ. & UR. & US. & UT. & UY. & UZ. & VA. & VB. & VC. & VD. & VE. & VF. & VG. & VH. & VI. & VJ. & VK. & VL. & VM. & VN. & VO. & VP. & VQ. & VR. & VS. & VT. & VU. & VV. & VW. & VX. & VY. & VZ. & WA. & WB. & WC. & WD. & WE. & WF. & WG. & WH. & WI. & WJ. & WK. & WL. & WM. & WN. & WO. & WP. & WQ. & WR. & WS. & WT. & WU. & WV. & WW. & WX. & WY. & WZ. & XA. & XB. & XC. & XD. & XE. & XF. & XG. & XH. & XI. & XJ. & XK. & XL. & XM. & XN. & XO. & XP. & XQ. & XR. & XS. & XT. & XU. & XV. & XW. & XX. & XY. & XZ. & YA. & YB. & YC. & YD. & YE. & YF. & YG. & YH. & YI. & YJ. & YK. & YL. & YM. & YN. & YO. & YP. & YQ. & YR. & YS. & YT. & YU. & YV. & YW. & YX. & YY. & YZ. & ZA. & ZB. & ZC. & ZD. & ZE. & ZF. & ZG. & ZH. & ZI. & ZJ. & ZK. & ZL. & ZM. & ZN. & ZO. & ZP. & ZQ. & ZR. & ZS. & ZT. & ZU. & ZV. & ZW. & ZX. & ZY. & ZZ.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"
Captain F. N. Thillard, carrying Her Majesty's
Mails, will be despatched from this for
BOMBAY, &c., on SATURDAY, the 14th
instant at Noon, taking Passengers and Cargo
for the above Ports.Silk and Valuable articles, all Cargo for France and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other Cargo
for London, &c., will be conveyed via Bombay.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.For further Particulars, apply to
A. M. MARSHALL,
Acting Sept.

Hongkong, 2nd May, 1898. [6]

NORTHERN PACIFIC
STEAMSHIP COMPANY.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Olympia 1,260 | T. H. Dobson ... | May 21.

Arizona 1,514 | J. Panton, R.N.R. | June 14.

Tacoma 1,254 | A. Dixon ... | July 2.

Victoria 1,317 | J. Truebridge ... | July 19.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION
COMPANY.

Bramar 1,361 | E. Porter ... | June 4.

Mogul 1,365 | W. H. Wright ... | June 18.

Columbia 1,265 | A. Gow ... | July 9.

Bramar 1,361 | E. Porter ... | Aug. 13.

THE attention of Passengers is directed to
the very cheap rates offered by this Line,
HONGKONG TO LONDON £47.Excellent accommodation. First-class Table.
Doctor and Stewardess carried.The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the Rocky and Cascade Mountains. The
Yellowstone National Park route. Passengers
to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £23.

Rates of Passage to other Ports on application.
Special rates allowed to members of Govern-
ment Services.Through Bills of Lading issued to Pacific
Coast Ports, and to Canadian and United
States Ports.Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Portland,
Or. (whichever may be the destination of the
Steamer).Parcels must be sent to our Office (with address
marked in full) by 5 P.M., on the day previous to
sailing.For further information apply to
DODWELL, CARILL & Co.,
General Agents.

Hongkong, 12th May, 1898. [1]

NORDDEUTSCHER LLOYD.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS.ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Fremont ... | Wednesday | 25th May.

Sachsen ... | Wednesday | 22nd June.

Bayern ... | Wednesday | 20th July.

Prins Heinrich ... | Wednesday | 17th Aug.

Darmstadt ... | Wednesday | 14th Sept.

Fremont ... | Wednesday | 12th Oct.

Sachsen ... | Wednesday | 9th Nov.

Bayern ... | Wednesday | 7th Dec.

Prins Heinrich ... | Wednesday | 4th Jan. '99.

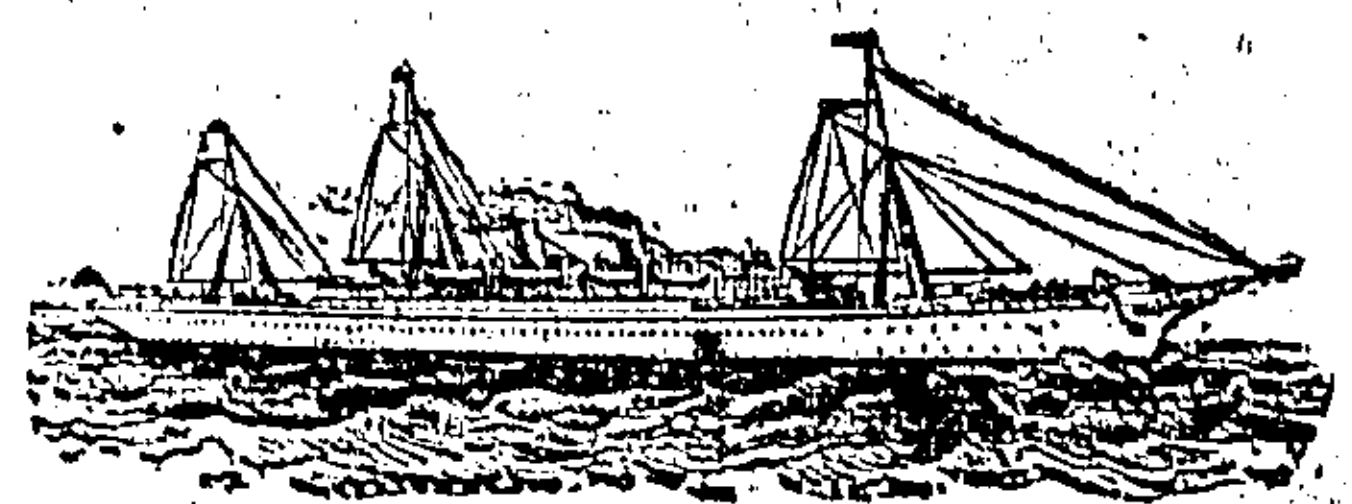
ON WEDNESDAY, the 12th day of May,
1898, at 10 A.M., the Company's Steamship
"PREUSSEN," Captain R. Helms, with
MAILS, PASSENGERS, SPECIE & CARGO,
will leave this Port as above, calling at NAPLES
and GENOA.Shipping Orders will be granted till Noon on
MONDAY, the 23rd May. Cargo and Specie
will be received on board until 5 P.M. on TUESDAY
the 24th May, and Parcels will be received at
the Agency's Office until Noon on TUESDAY, the
24th May. Contents of Packages are required.
No Parcel Receipts will be signed for less than
£2.50 and Parcels should not exceed Two Feet
Cube in Measurement.The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 27th April, 1898. [572]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1898.



1898.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twice Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ... WEDNESDAY, 18th May, 1898.

EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R. ... WEDNESDAY, 8th June, 1898.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 29th June, 1898.

THE magnificent Twice-screw Steamships of this Line pass through the famous INLAND SEA
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection
at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN
PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.Passengers booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition),
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 28th April, 1898. [3]

OCCIDENTAL & ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Pera (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokoh